

1 **3.3.15 TRANSPORTATION/TRAFFIC**

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Environmental Setting

Contra Costa County shares the border of San Pablo Bay with three other counties (Marin, Sonoma and Solano). These counties plus Alameda and San Francisco Counties are linked via bridges, freeways, ferries and trains. The connected transportation corridors of the San Pablo Bay Area would serve the transport needs of the proposed Project.

The major roadways that would serve the Project are described below.

Interstate 80

I-80 is a major Interstate Highway in the United States. In the Bay Area I-80 connects downtown San Francisco to Sacramento. It is a generally east-west highway with six to eight lanes within the Project area. West of SR 4, I-80 carries an estimated Annual Average Daily Traffic (ADT) volume of 134,000 vehicles (Caltrans 2009).

State Route 4

SR-4 extends from I-80 in Contra Costa County to State Route 89 in Alpine County. The route traverses west to east and is a two to four-lane road within the Project area. Annual ADT on SR 4 south of I-80 is 38,000 vehicles.

Interstate 580

I-580 is an 80-mile long route that connects the San Francisco Bay Area to Interstate 5 (I-5) in the Central Valley. The highway travels north-south between San Rafael to Hayward and east-west from Hayward to Tracy and is generally four to six lanes in the Project area. Mid span of the Richmond-San Rafael Bridge I-580 provides four travel lanes and carries an ADT volume of 69,000 vehicles.

U.S. Highway 101

U.S. Highway 101 (U.S. 101) is a north-south roadway which travels through the states of California, Oregon, and Washington. The highway's "northern" terminus is in Olympia, Washington and the southern terminus of U.S. 101 is in Los Angeles. U.S. 101 between SR 37 (Novato) and I-580 (San Rafael) is a north-south highway with six to eight travel lanes and carries an ADT volume of 151,000 vehicles south of SR 37.

State Route 37

State Route 37 (SR-37) travels 21 miles along the northern shore of San Pablo Bay. It connects U.S. 101 in Novato to I-80 in Vallejo. SR-37 is an east-west highway with two to four lanes and carries an ADT volume of 39,500 vehicles within the Project area.

A number of arterial roads linked directly to the highways described above would also be used by Project generated traffic. To a lesser extent (in terms of vehicle miles traveled) secondary arterials, collector roads and private roads would provide access to shore facilities and workforce locations.

Level of Service

A grading system called level of service ("LOS") is commonly used to measure and describe the operational status of a local roadway network. LOS can be used to describe an intersection's or highway segment's operation, ranging from LOS A (indicating free flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity, resulting in long queues and delays).

The current level of service (LOS) for the above described interstate and State highways would generally be LOS E to F during peak commute hours. All major highways in the Bay Area experience congested conditions during peak use periods which sometimes translate into unacceptable LOS. Major arterial roads linked directly to these highways via ramps would also be expected to experience levels of peak hour congestion (LOS E/F) while secondary arterials, collector roads and private roads would overall maintain acceptable operations generally characterized as LOS D or better.

Within the Project area, Interstate 80 (I-80) and State Route 4 (SR-4) are the major regional transportation corridors. The access routes for the proposed Project would consist of Interstates, State highways, local county and city maintained roads, and private roads. Almost all of the deconstruction and dismantling activities of the MOT would occur from barges on the bay. The storage, processing and hauling of equipment and materials would occur at one or more shore facilities. Coscol has identified a number of potential shore facilities that could serve as staging, storing and processing locations. The potential shore facility locations are:

- City of Vallejo – Mare Island
- City of Richmond – Point Richmond – Inner Harbor

- City of Alameda – Oakland Estuary
- City of Oakland – Oakland Estuary
- City of San Rafael – Point San Pedro
- City of Rio Vista – River Road

Travel to and from these locations would occur primarily on Interstate and State highways. Project traffic to the Vallejo shore facilities could travel on I-80, SR 37, Nimitz and Railroad Avenues and G and 15th Streets. Traffic to the Richmond facilities would use I-580 to Western Drive or I-580 to Cutting Boulevard. Travel to the Alameda location would be via I-880 to Park Street to Clement Avenue. The Oakland shore facilities would be accessed via I-880 to the Livingston Street Pier. The San Rafael location would be reached from U.S. 101 to 3rd Street to Point San Pedro Road and Rio Vista shore facilities via I-80 to SR 12 to SR 84 (River Road).

Project workforce personnel would likely drive to local municipal marinas where they would access water transport to the Project site. Two potential marina locations include the Vallejo Municipal Marina and the Crockett Marina. The Vallejo facility could be accessed via SR 37 to Sonoma Boulevard to Tennessee Street or via I-880 to Tennessee Street. Workers traveling to the Crockett Marina would use I-880 to Parker Avenue to San Pablo Boulevard.

Regulatory Setting

Federal

There are no Federal regulations that pertain to transportation relevant to this Project.

State

California Vehicle Code

Division 2, Chapter 2, Article 3 of the California Vehicle Code defines the powers and duties of the California Highway Patrol, which has enforcement responsibilities for the operation of vehicles and highway use within the State (CA DMV 2009).

California Department of Transportation

Caltrans is responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as that portion of the Interstate Highway System within the State's boundaries.

Local

Contra Costa Transportation Authority (CCTA)

The CCTA is responsible for preparing and adopting a Congestion Management Program (CMP). The CMP (CMP 2007) is legislatively required to contain:

- Traffic LOS standards for designated CMP routes that include at least all State highways and principal arterials within the County.
- A performance element to evaluate current and future multimodal system performance.
- A seven year capital improvement program (CIP).
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

There are no objectives or goals within the Contra Costa County General Plan (Contra Costa 2005) or the City of Hercules General Plan that pertain to transportation that are relevant to this Project (City of Hercules 1998).

Impact Analysis and Mitigation

Impact Discussion

Traffic impacts associated with the proposed Project would be short-term. Project dismantling, processing and hauling activities would occur over approximately 5 ½ months, and would require approximately 12 to 17 construction personnel depending upon the stage of deconstruction activities. The temporary nature of the construction period and workforce would not result in a substantial increase in traffic and would be limited to the period of time needed to complete the proposed Project. Therefore, mitigation measures identified below focus on reducing the short-term traffic effects of the proposed Project.

- (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).

Because not all proposed Project-related trips would be assigned to the same shore facility locations (e.g., workforce crews would be assigned to local municipal marinas while shore facilities may be located at more than one location), these project-generated trips would not result in substantial traffic.

Therefore, this short-term increase in vehicle trips would not significantly affect level of service and traffic flow on roadways. The proposed Project would not introduce any new uses to the study area that would generate long-term changes in traffic. Thus, potential traffic and transportation effects would be confined to the duration of the proposed Project and would be less than significant. (Class III)

- (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Impact TT-1: Decommissioning activities could adversely affect traffic and transportation conditions in the study area. (Potentially Significant, Class II)

Proposed Project deconstruction activities are expected to require approximately 5-½ months (119 weekdays) to complete. Heavy truck trips would be required for hauling equipment and materials to shore facilities and to landfill and recycling locations from the shore facilities. Daily vehicle trips would be generated associated with the arrival and departure of workers at a designated municipal marina location. Workers would be transported to and from the MOT via watercraft.

The peak period of workforce travel activity is estimated to occur during a one week period when deconstruction crews would be working on the MOT (12 workers) and the shore side pipelines and vault location (five workers). With the exception of that one week, workforce daily vehicle trips would not exceed 24 trip ends (12 trips inbound/ 12 trips outbound).

Dismantling of the MOT would produce an estimated 5,800 tons of concrete. The concrete would be hauled on barges to designated shore facilities where it would be processed and then hauled to appropriate landfill sites. If concrete hauling activities commenced mid-point in the proposed Project schedule (day 60) and continued to proposed Project completion, this activity would generate approximately 10 trip ends (5 trips inbound/ 5 trucks outbound) daily using 20-ton haul trucks.

Other truck trips generated by the proposed Project would be associated with the movement of equipment and materials to and from the shore facilities and with the disposal of 178 creosote wood piles and other types of hazardous materials to landfill and recycling locations in the Bay Area and Central Valley. The number of daily haul trips associated with these activities would be less than the number of trips estimated for the hauling of concrete. Material and equipment staging areas would be provided at

existing shore facilities and workforce parking would be provided at municipal marina locations.

The primary impacts from the movement of proposed Project delivery and haul trucks would include short-term and intermittent lessening of roadway capacities due to slower movements and larger turning radii of the trucks compared to passenger vehicles. The addition of Project-generated traffic to already congested highways and arterial roadways could result in potentially significant impacts related to traffic congestion.

Mitigation Measure for Impact TT-1:

MM TT-1. Traffic Management Plan. Coscol shall prepare and implement a Traffic Management Plan subject to approval of Caltrans/Contra Costa County and the city of Hercules. The approved Traffic Management Plan and documentation of agency approvals shall be submitted to the CSLC prior to the commencement of the MOT deconstruction activities. The plan shall:

- Limit the operation of all delivery and haul truck activity to occur during the off peak weekday period (9:00 a.m. to 3:00 p.m.). Truck operations could be extended to include the period prior to and following peak weekday commute periods (7:30 p.m. to 5:30 a.m.) with authorization from appropriate agencies;
- Include a discussion of work hours, haul routes, work area delineation, traffic control and flagging;
- Identify all access, parking restriction and signage requirements; and,
- Promote and facilitate workforce ridesharing activities to the extent possible.

Rationale for Mitigation

This mitigation measure would address the potential for adding a relatively small amount of additional traffic to roadways that are currently congested during peak commute periods by restricting truck activity during those peak commute periods (generally, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.). The measure would also address safety issues in the immediate vicinity of shore facilities and would seek to reduce the number of daily workforce trips through ridesharing. Impacts would be reduced to less than significant.

- 1 (c) The proposed Project would not result in any changes to air traffic patterns.
2 Because the proposed Project would not affect air traffic patterns, no impact
3 would occur. (No Impact)
- 4 (d) The proposed Project would not substantially increase hazards due to a design
5 feature (e.g., sharp curves or dangerous intersections) or incompatible uses
6 (e.g., farm equipment). The proposed Project would make no physical changes
7 to existing roadway facilities. The movement of large equipment, oversized loads
8 and hazardous materials would be conducted in compliance with appropriate
9 DOT regulations and no impact would occur. (No Impact)
- 10 (e) The proposed Project would not result in inadequate emergency access. Project
11 area roads currently provide adequate emergency access within the Project area.
12 Project activities would not adversely impact access routes within the Project
13 area and no impact would occur. (No Impact)
- 14 (f) The proposed Project would not result in inadequate parking capacity. Parking
15 for workers would be provided at municipal marina locations in the area.
16 Maximum workforce peak demand would be for 17 spaces for approximately one
17 week. Overall workforce peak parking demand would be for 12 spaces. Project
18 equipment and haul vehicles would be stored and loaded at staging areas on-site
19 within shore facilities. The proposed Project would not result in a land use that
20 would create a demand for parking through the development of retail, residential,
21 recreational or public use facilities, and no impact would occur. (No Impact)
- 22 (g) Alternative transportation modes within the Project area would not be adversely
23 affected by proposed Project activities. Project access would be provided via
24 existing roadways and the Bay. Project traffic on local roads would cease
25 following completion of the MOT deconstruction, currently estimated to be
26 completed within a period of approximately five and a half months, and no impact
27 would occur. (No Impact)